

# Victorian Heritage Database Report

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## JAMES AND AMELIA

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### Location

Drysdale, Port Phillip Bay.

### Victorian Heritage Register (VHR) Number

S357

### Date lost

11/09/1872

### Official number

31839

### Construction material

Wood

### Hull

One deck; square stern; carvel built; running bowsprit, no figurehead

### Propulsion

Sail

### Number of masts

2

### Length/Breadth/Depth

42.60 Feet / 14.50 Feet / 7.50 Feet

### Builder

George Buddivant

### Year of construction

1844

## **Built port**

Balmain

## **Registration Number**

1 of 1867

## **Registration Port**

Geelong

## **Date lost**

11/09/1872

## **Departure**

Melbourne

## **Destination**

Drysdale

## **Cargo**

Timber for new jetty  
Long history of coastal trade: wool, beer, stoves, ballast, wine, lime, tobacco, sugar, flour (UID 72, UID 16; Coasters Outwards, Geelong)

## **Owner**

James Balfour (19/7/1872)

## **Master**

Captain John Heyes Senior

## **Weather conditions**

Strong winds from NE; heavy sea

## **Cause of loss**

With cargo partly discharged, bad weather prevented further work. Anchors dragged in violent wind. Vessel struck, unshipped her rudder, and was run onshore close to old wharf on Drysdale Beach. Vessel filled with water, then left stranded on beach & eventually went to pieces (UID 72)

## **VHR history**

Part of cargo (timber for new jetty) had been discharged. Dragged anchors and about 1 am began to strike, so run onshore, close to old jetty. During the afternoon wind changed to west and heavy sea three-quarters filled vessel, while crew discharging balance of cargo. Auctioned. No attempt had been made to get vessel off. Register closed 11/9/1872. Occasionally traded between Port Albert, Sydney and Boydtown 1845-6, then regularly Melbourne-Geelong. Cargoes 1853-5 Melb.-Geelong: sundries, transshipments, tobacco, sugar, ballast;

Geelong-Melb.: sundries, lime, wine, timber. Wool an important cargo to Melbourne in 1860s; transshipments from Melbourne included beer and spirits. Wool cargo of the burning Lightning loaded into lighter, James and Amelia 30/10/1869. Involved in salvage of Sussex at Barwon Heads 1871. Specifications had altered from time of initial registration. Had been rigged as schooner then cutter.